25X1

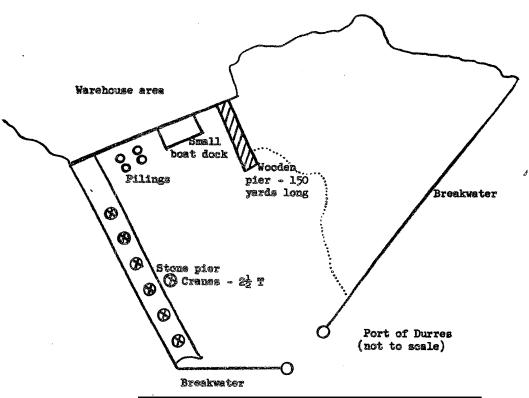
SEE BOTTOM OF PAGE FOR ADDITIONAL SPECIA	I CONTROLS IS ANY
INFORMATION REPORT	This material contains information affecting the National Defense of the United States within the
PREPARED AND DISSEMINATED BY	Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized per-45
CENTRAL INTELLIGENCE AGENCY	son is prohibited by law.
Albania	
SUBJECT	DATE DISTRIBUTED
Report of Cell to Port of Durres : Hydrographic Nate; Part Layout; Piers and Nocks; Cargo Wandling	NO. OF PAGES NO. OF ENCLS.
Docker Cara Handling	SUPPLEMENT TO REPORT #
The factor of the second	VE TO
	·
THIS IS UNEVALUATED INFORM.	ATION Reel #17
The state of the s	
1. MS S2006	29 ed, a <b>625 ton vessel</b> 2
operated by the Hungarian Danube Sea Navigation	Company (Detert)
the Albanian port of Durres during Janu the MS Szeged disc	eharged a general cargo
consisting of plumbing supplies, medicines, rad	lios, bieveles, paper
pencils, and machinery for installation in brew voyage to Hungary a cargo of acrap iron was los	feries. For the return
2.	
off the Albanian coast are mined.	Waters
Hydrographic Office Chart No 3950 (Fellg I Drin course which must be followed to enter the barb	it to Kerkira) the
initial point "A" is located at latitude 410-00	Me Tonatana
10"->7"-00 b. From point "A" vessels proceed of for a distance of 18 miles to point "b" which	m a course of 63° true
41 00 00 H: LONGITUDE 19 -18 -00 E. From nof	70 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
true is followed for a distance of seven miles latitude 410-14'-00 N; longitude 190-21'-00 E.	to notat """ which in
course of buttue is then followed to the Durre	annowhea madried s
which is marked by two red buoys. Normally, th incoming vessels at this point for the trip from	a hawhar nilat haarda
water and thence to the inner harbor.	ns order of piss blakk-
3. It is possible that the part of Burres way be so	efels entered from the
north.  vessel which was several miles to the north	a coastal
be headed for Durres and was traveling south be	appeared to 25.
fathom mark.	
4. The entrance to the port of Durres is very small	L. Depths are quite
limited and soundings for the white portion (over the inner port as indicated on HO3950 are correct	er three fathome) of
COLLEGE	<i>ā</i> ₩ •
4.4	
COORF COOR TO BUTTON	
STATE ARMY NAVY AIR FBI	

25X1

## C-O-N-F-I-D-E-N-T-I-A-L

-2-

Port facilities consists of one stone pier, one wooden pier and one small wooden dock. [see sketch below]



The stone pier	25X
is sufficiently large to accommodate three large ships, or	25X
from four to five smaller ones. At the time of our visit there was an	
old-type, two funnel, Soviet combination passenger-freighter vessel	
between three thousand to four thousand tons tied up at the wooden	
pier and one Soviet eight thousand ton freighter and two smaller	
freighters at the stone pier.	25X
Offshore, a large 10 thousand ton freighter was	25X
discharging grain. The Soviet freighter discharged cement and food	
items and did not load any cargo. The Soviet combination passenger-	
freight vessel took two days to discharge its cargo, during which time	
the area around the pier was closed off.	25
MS Szeged, first tied up to the wooden pier and then moved to the stone	ζ,
pier for loading.	
·	

6. The port conditions very bad and the Albanians have done nothing to improve them. There are no pipes to the harbor area for drinking water and thus there is no available water supply for ships. There are also no oil bunkering facilities.

There is but one repair yard in the entire port and that is used to repair small wooden fishing boats. The

wooden pier and the dock are quite small and are in very bad condition. The pier is about 150 yards in length and possibly 15 to 20 feet in

width, barely wide enough for two trucks.

C-O-N-F-I-D-E-N-T-I-A-L

## C-O-N-F-I-D-E-N-T-I-A-L

- 3 -

7.	There are no unloading facilities on the wooden pier. However, on the stone pier there are six mobile Hungarian-made crames, each with a capacity of 2½ tone. Loading could be quite rapid at the stone pier and vessels can be loaded at a maximum rate of 1,500 tone per day. It took us two weeks to discharge and to load our cargo of scrap iron; one of the major ressons for this delay was that the workers were very bad and slow. The longshoremen appeared to be without practice and were more or less like gypsies; they were very slow in their working habits.	<b>25</b> X1
8.	Durres	25
	appeared to be in just as bad a condition as the port. It was very run-down and quite decrept and I found it to be extremely dirty. At the city's one hotel I found there was much difficulty in obtaining good drinking water and in receiving sufficient room heat. Prices seemed to be very expensive as, for example, a worker would spend a month's pay to obtain one used shirt. I saw no new construction ashors and the castle, indicated on the chart of Durres Roadstead, is now a museum. The local railroad appeared to also be in bad condition. I saw only two or three steam locanotives and there appeared to be no diesels in service. The passenger care also appeared to be in bad shape and some were without windows.	25X1
9•	Tirane, the capital of Albania, by automobile. It is a distance of about 30 miles between the two cities and it took about one hour's travel time for the trip. I found the road to be in very bad condition. It is paved with atoms, two lanes in width, and one can travel but very slowly over it. The city of Tirane appeared, like Durres, to be in poor condition and very dirty. I saw no new construction while in the city and there was nothing apparent of a military nature. On the way into Tirane we drove by the International Airfield on which there were two Soviet transport-type airplanes. I did not see any military aircraft nor any entiaircraft emplements	25

- **ENG** -

25X1

surrounding it.



